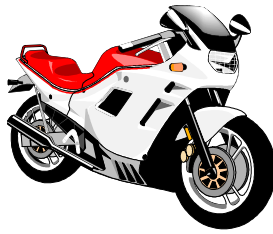


Motorcycles



Out of 64,485 total crashes, one or more motorcycles were involved in:

667 crashes (all types)
28 fatal crashes
569 injury crashes
70 property damage crashes

30 riders were killed, or 06.12% of all fatalities
653 riders were injured, or 01.77% of all injuries

Injury Severity of All Persons Involved

| Severity of Injury | Fatalities & Injuries | | | |
|--------------------|-----------------------|---------|------------|---------|
| | Motorcycles | | All Others | |
| | Number | Percent | Number | Percent |
| Fatal | 30 | 100.00% | 0 | 0.00% |
| Major | 262 | 97.76% | 6 | 2.24% |
| Minor | 316 | 94.05% | 20 | 5.95% |
| Possible | 75 | 78.95% | 20 | 21.05% |
| Unknown | 0 | 0.00% | 0 | 0.00% |
| Total | 683 | 93.69% | 46 | 6.31% |

This chart compares injury severity of motorcycle riders with all other fatalities and injuries (i.e., occupants of other vehicles, pedestrians) in crashes that involved motorcycles.

Fatalities & Injuries by Protective Device

| Protective Device | Fatalities & Injuries | | | |
|---------------------|-----------------------|---------|---------|---------|
| | Killed | | Injured | |
| | Number | Percent | Number | Percent |
| None | 20 | 66.67% | 456 | 69.83% |
| Lap Belt | 0 | 0.00% | 0 | 0.00% |
| Lap & Shoulder Belt | 0 | 0.00% | 0 | 0.00% |
| Airbag Deployed | 0 | 0.00% | 0 | 0.00% |
| Child Restraint | 0 | 0.00% | 0 | 0.00% |
| Helmet | 8 | 26.67% | 101 | 15.47% |
| Passive Belt | 0 | 0.00% | 0 | 0.00% |
| Other | 0 | 0.00% | 8 | 1.23% |
| Unknown | 2 | 6.67% | 88 | 13.48% |
| Total | 30 | 100.00% | 653 | 100.00% |

Fatalities & Injuries by Gender

| Gender of Killed & Injured | Fatalities & Injuries | | | |
|----------------------------|-----------------------|---------|---------|---------|
| | Killed | | Injured | |
| | Number | Percent | Number | Percent |
| Female | 9 | 30.00% | 99 | 15.16% |
| Male | 21 | 70.00% | 554 | 84.84% |
| Unknown | 0 | 0.00% | 0 | 0.00% |
| Total | 30 | 100.00% | 653 | 100.00% |

Fatalities & Injuries by Position

| Position in Vehicle | Fatalities & Injuries | | | |
|-----------------------|-----------------------|---------|---------|---------|
| | Killed | | Injured | |
| | Number | Percent | Number | Percent |
| Driver | 0 | 0.00% | 0 | 0.00% |
| Front Seat Passenger | 0 | 0.00% | 0 | 0.00% |
| Back Seat Passenger | 0 | 0.00% | 0 | 0.00% |
| Third+ Seat Passenger | 0 | 0.00% | 0 | 0.00% |
| Bus Passenger | 0 | 0.00% | 0 | 0.00% |
| Riding on Exterior | 0 | 0.00% | 0 | 0.00% |
| MC/Moped Driver | 21 | 70.00% | 563 | 86.22% |
| MC/Moped Passenger | 9 | 30.00% | 90 | 13.78% |
| Pedalcyclist | 0 | 0.00% | 0 | 0.00% |
| Other | 0 | 0.00% | 0 | 0.00% |
| Unknown | 0 | 0.00% | 0 | 0.00% |
| Total | 30 | 100.00% | 653 | 100.00% |

Fatalities & Injuries by Age Group

| Age Group of Killed & Injured | Fatalities & Injuries | | | |
|-------------------------------|-----------------------|---------|---------|---------|
| | Killed | | Injured | |
| | Number | Percent | Number | Percent |
| Under Age 21 | | | | |
| 14 & Under | 1 | 3.33% | 12 | 1.84% |
| 15 | 0 | 0.00% | 6 | 0.92% |
| 16 | 0 | 0.00% | 7 | 1.07% |
| 17 | 0 | 0.00% | 5 | 0.77% |
| 18 | 0 | 0.00% | 25 | 3.83% |
| 19 | 3 | 10.00% | 33 | 5.05% |
| 20 | 0 | 0.00% | 26 | 3.98% |
| Total Under 21* | 4 | 13.33% | 114 | 17.46% |
| All Ages | | | | |
| 14 & Under | 1 | 3.33% | 12 | 1.84% |
| 15 to 24 | 7 | 23.33% | 163 | 24.96% |
| 25 to 34 | 4 | 13.33% | 156 | 23.89% |
| 35 to 44 | 11 | 36.67% | 146 | 22.36% |
| 45 to 54 | 5 | 16.67% | 99 | 15.16% |
| 55 to 64 | 2 | 6.67% | 37 | 5.67% |
| 65 to 74 | 0 | 0.00% | 10 | 1.53% |
| 75 & Over | 0 | 0.00% | 6 | 0.92% |
| Unknown | 0 | 0.00% | 24 | 3.68% |
| Total | 30 | 100.00% | 653 | 100.00% |

Under age 21 percentages based on total for all ages.

Fatalities & Injuries by Area of Injury

| Area of Injury | Fatalities & Injuries | | | |
|----------------|-----------------------|---------|---------|---------|
| | Killed | | Injured | |
| | Number | Percent | Number | Percent |
| Upper Torso | 1 | 3.33% | 46 | 7.04% |
| Lower Torso | 0 | 0.00% | 15 | 2.30% |
| Internal | 0 | 0.00% | 9 | 1.38% |
| Head | 10 | 33.33% | 55 | 8.42% |
| Arms | 0 | 0.00% | 50 | 7.66% |
| Legs | 0 | 0.00% | 72 | 11.03% |
| Multiple | 11 | 36.67% | 378 | 57.89% |
| Other/Unknown | 8 | 26.67% | 28 | 4.29% |
| Total | 30 | 100.00% | 653 | 100.00% |

Motorcycles

Drivers by Gender

| Gender of Driver | Drivers in Crashes | | | |
|------------------|--------------------|---------|-----------------|---------|
| | Fatal | | Injury/Property | |
| | Number | Percent | Number | Percent |
| Female | 0 | 0.00% | 24 | 3.68% |
| Male | 28 | 100.00% | 625 | 95.71% |
| Unknown | 0 | 0.00% | 4 | 0.61% |
| Total | 28 | 100.00% | 653 | 100.00% |

Drivers by Age Group

| Age Group of Driver | Drivers in Crashes | | | |
|---------------------|--------------------|---------|-----------------|---------|
| | Fatal | | Injury/Property | |
| | Number | Percent | Number | Percent |
| Under Age 21 | | | | |
| 14 & Under | 1 | 3.57% | 11 | 1.68% |
| 15 | 0 | 0.00% | 5 | 0.77% |
| 16 | 0 | 0.00% | 5 | 0.77% |
| 17 | 0 | 0.00% | 5 | 0.77% |
| 18 | 0 | 0.00% | 19 | 2.91% |
| 19 | 2 | 7.14% | 31 | 4.75% |
| 20 | 0 | 0.00% | 34 | 5.21% |
| Total Under 21* | 3 | 10.71% | 110 | 16.85% |
| All Ages | | | | |
| 14 & Under | 1 | 3.57% | 11 | 1.68% |
| 15 to 24 | 6 | 21.43% | 174 | 26.65% |
| 25 to 34 | 2 | 7.14% | 150 | 22.97% |
| 35 to 44 | 14 | 50.00% | 153 | 23.43% |
| 45 to 54 | 4 | 14.29% | 105 | 16.08% |
| 55 to 64 | 1 | 3.57% | 42 | 6.43% |
| 65 to 74 | 0 | 0.00% | 10 | 1.53% |
| 75 & Over | 0 | 0.00% | 3 | 0.46% |
| Unknown | 0 | 0.00% | 5 | 0.77% |
| Total | 28 | 100.00% | 653 | 100.00% |

Under age 21 percentages based on total for all ages.

Vehicle Action

| Vehicle Action | Vehicles in Crashes | | | |
|---------------------------|---------------------|---------|-----------------|---------|
| | Fatal | | Injury/Property | |
| | Number | Percent | Number | Percent |
| Going Straight | 22 | 78.57% | 482 | 73.14% |
| Turning Left | 2 | 7.14% | 42 | 6.37% |
| Turning Right | 1 | 3.57% | 27 | 4.10% |
| Making U-Turn | 0 | 0.00% | 4 | 0.61% |
| Passing | 0 | 0.00% | 17 | 2.58% |
| Changing Lanes | 0 | 0.00% | 3 | 0.46% |
| Merging | 1 | 3.57% | 3 | 0.46% |
| Parking | 0 | 0.00% | 1 | 0.15% |
| Slowing/Stopping | 0 | 0.00% | 30 | 4.55% |
| Backing | 0 | 0.00% | 1 | 0.15% |
| Stopped for Sign/Signal | 0 | 0.00% | 16 | 2.43% |
| Stopped in Traffic | 0 | 0.00% | 5 | 0.76% |
| Stalled in Traffic | 0 | 0.00% | 0 | 0.00% |
| Properly Parked | 0 | 0.00% | 5 | 0.76% |
| Improperly Parked | 0 | 0.00% | 0 | 0.00% |
| Unattended Moving Vehicle | 0 | 0.00% | 0 | 0.00% |
| Other | 2 | 7.14% | 15 | 2.28% |
| Unknown | 0 | 0.00% | 8 | 1.21% |
| Total | 28 | 100.00% | 659 | 100.00% |

Drivers by Condition

| Driver Condition | Drivers in Crashes | | | |
|-----------------------|--------------------|---------|-----------------|---------|
| | Fatal | | Injury/Property | |
| | Number | Percent | Number | Percent |
| Apparently Normal | 12 | 42.86% | 522 | 79.94% |
| Physical Defect | 0 | 0.00% | 0 | 0.00% |
| Fatigued | 0 | 0.00% | 3 | 0.46% |
| Apparently Asleep | 0 | 0.00% | 2 | 0.31% |
| Illness | 0 | 0.00% | 0 | 0.00% |
| Under Medication | 0 | 0.00% | 2 | 0.31% |
| Infirmities of Age | 0 | 0.00% | 0 | 0.00% |
| Drinking-Not Impaired | 0 | 0.00% | 27 | 4.13% |
| Drinking-Impaired | 6 | 21.43% | 36 | 5.51% |
| Drugs | 0 | 0.00% | 2 | 0.31% |
| Other | 0 | 0.00% | 5 | 0.77% |
| Unknown | 10 | 35.71% | 54 | 8.27% |
| Total | 28 | 100.00% | 653 | 100.00% |

Driver/Vehicle-Related Circumstances

| Contributing Circumstances | Drivers/Vehicles in Crashes | | | |
|-----------------------------|-----------------------------|---------|-----------------|---------|
| | Fatal | | Injury/Property | |
| | Number | Percent | Number | Percent |
| None Apparent | 7 | 18.92% | 282 | 37.70% |
| Ran Traffic Signal | 1 | 2.70% | 6 | 0.80% |
| Ran Stop Sign | 0 | 0.00% | 6 | 0.80% |
| Passed Stopped School Bus | 0 | 0.00% | 0 | 0.00% |
| Improper Passing | 0 | 0.00% | 10 | 1.34% |
| Left of Center, Not Passing | 2 | 5.41% | 0 | 0.00% |
| FTYROW at Intersection | 0 | 0.00% | 6 | 0.80% |
| FTYROW from Stop Sign | 0 | 0.00% | 3 | 0.40% |
| FTYROW from Yield Sign | 0 | 0.00% | 2 | 0.27% |
| FTYROW Making Left Turn | 0 | 0.00% | 4 | 0.53% |
| FTYROW from Driveway | 0 | 0.00% | 4 | 0.53% |
| FTYROW from Parked | 0 | 0.00% | 0 | 0.00% |
| FTYROW to Pedestrian | 0 | 0.00% | 0 | 0.00% |
| FTYROW Other | 0 | 0.00% | 1 | 0.13% |
| Wrong Way/One-Way | 0 | 0.00% | 0 | 0.00% |
| Too Fast for Conditions | 2 | 5.41% | 18 | 2.41% |
| Exceeding Speed Limit | 6 | 16.22% | 30 | 4.01% |
| Drag Racing | 0 | 0.00% | 0 | 0.00% |
| Improper Turn | 1 | 2.70% | 7 | 0.94% |
| Improper Lane Change | 0 | 0.00% | 2 | 0.27% |
| Following Too Close | 0 | 0.00% | 15 | 2.01% |
| No/Improper Signal | 0 | 0.00% | 2 | 0.27% |
| Disregarded Railroad Signal | 0 | 0.00% | 0 | 0.00% |
| Disregarded Warning Signal | 0 | 0.00% | 0 | 0.00% |
| Reckless Driving | 0 | 0.00% | 8 | 1.07% |
| Improper Backing | 0 | 0.00% | 0 | 0.00% |
| Illegal/Improper Parking | 0 | 0.00% | 1 | 0.13% |
| Failure to Control Vehicle | 7 | 18.92% | 174 | 23.26% |
| Headlights Not On | 0 | 0.00% | 1 | 0.13% |
| Inattentive/Distracted | 3 | 8.11% | 34 | 4.55% |
| Confused | 0 | 0.00% | 2 | 0.27% |
| Vision Obscured | 1 | 2.70% | 4 | 0.53% |
| Oversized/Loaded Vehicle | 0 | 0.00% | 1 | 0.13% |
| Inexperienced Driver | 2 | 5.41% | 29 | 3.88% |
| Other | 2 | 5.41% | 26 | 3.48% |
| Unknown | 3 | 8.11% | 70 | 9.36% |
| Total | 37 | 100.00% | 748 | 100.00% |

Up to two circumstances may be listed for each driver/vehicle involved in a crash.
FTYROW—Failed to Yield Right-of-way.

Motorcycles

Motorcycle Fatalities & Injuries by Helmet Usage & Gender

| Gender | Fatalities | | | | | | Injuries | | | | | |
|---------|-----------------|---------|-------------|---------|---------------|---------|-----------------|---------|-------------|---------|---------------|---------|
| | Helmet Not Worn | | Helmet Worn | | Unknown/Other | | Helmet Not Worn | | Helmet Worn | | Unknown/Other | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Female | 8 | 40.00% | 1 | 12.50% | 0 | 0.00% | 67 | 14.69% | 19 | 18.81% | 13 | 13.54% |
| Male | 12 | 60.00% | 7 | 87.50% | 2 | 100.00% | 389 | 85.31% | 82 | 81.19% | 83 | 86.46% |
| Unknown | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% |
| Total | 20 | 100.00% | 8 | 100.00% | 2 | 100.00% | 456 | 100.00% | 101 | 100.00% | 96 | 100.00% |

Motorcycle Fatalities & Injuries by Helmet Usage & Age

| Age | Fatalities | | | | | | Injuries | | | | | |
|------------|-----------------|---------|-------------|---------|---------------|---------|-----------------|---------|-------------|---------|---------------|---------|
| | Helmet Not Worn | | Helmet Worn | | Unknown/Other | | Helmet Not Worn | | Helmet Worn | | Unknown/Other | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| 14 & Under | 0 | 0.00% | 1 | 12.50% | 0 | 0.00% | 7 | 1.54% | 4 | 3.96% | 1 | 1.04% |
| 15 to 24 | 5 | 25.00% | 1 | 12.50% | 1 | 50.00% | 127 | 27.85% | 14 | 13.86% | 22 | 22.92% |
| 25 to 34 | 3 | 15.00% | 1 | 12.50% | 0 | 0.00% | 109 | 23.90% | 21 | 20.79% | 26 | 27.08% |
| 35 to 44 | 7 | 35.00% | 3 | 37.50% | 1 | 50.00% | 100 | 21.93% | 27 | 26.73% | 19 | 19.79% |
| 45 to 54 | 3 | 15.00% | 2 | 25.00% | 0 | 0.00% | 65 | 14.25% | 23 | 22.77% | 11 | 11.46% |
| 55 to 64 | 2 | 10.00% | 0 | 0.00% | 0 | 0.00% | 22 | 4.82% | 6 | 5.94% | 9 | 9.38% |
| 65 to 74 | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 5 | 1.90% | 3 | 6.52% | 2 | 4.00% |
| 75 & Over | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 4 | 0.88% | 1 | 0.99% | 1 | 1.04% |
| Unknown | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 17 | 3.73% | 2 | 1.98% | 5 | 5.21% |
| Total | 20 | 100.00% | 8 | 100.00% | 2 | 100.00% | 456 | 100.00% | 101 | 100.00% | 96 | 100.00% |

Motorcycle Fatalities & Injuries by Helmet Usage & Rural/Urban Classification

| Road Classification | Fatalities | | | | | | Injuries | | | | | |
|---------------------|-----------------|---------|-------------|---------|---------------|---------|-----------------|---------|-------------|---------|---------------|---------|
| | Helmet Not Worn | | Helmet Worn | | Unknown/Other | | Helmet Not Worn | | Helmet Worn | | Unknown/Other | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Rural | 13 | 65.00% | 5 | 62.50% | 1 | 50.00% | 193 | 42.32% | 55 | 54.46% | 46 | 47.92% |
| Urban | 7 | 35.00% | 3 | 37.50% | 1 | 50.00% | 263 | 57.68% | 46 | 45.54% | 50 | 52.08% |
| Total | 20 | 100.00% | 8 | 100.00% | 2 | 100.00% | 456 | 100.00% | 101 | 100.00% | 96 | 100.00% |

Motorcycle Fatalities & Injuries by Helmet Usage & Road System

| Road System | Fatalities | | | | | | Injuries | | | | | |
|-----------------------|-----------------|---------|-------------|---------|---------------|---------|-----------------|---------|-------------|---------|---------------|---------|
| | Helmet Not Worn | | Helmet Worn | | Unknown/Other | | Helmet Not Worn | | Helmet Worn | | Unknown/Other | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Interstate/Freeway | 0 | 0.00% | 1 | 12.50% | 0 | 0.00% | 14 | 3.07% | 14 | 13.86% | 6 | 6.25% |
| U.S. or State Highway | 13 | 65.00% | 4 | 50.00% | 1 | 50.00% | 145 | 31.80% | 37 | 36.63% | 31 | 32.29% |
| County Road | 1 | 5.00% | 2 | 25.00% | 0 | 0.00% | 104 | 22.81% | 19 | 18.81% | 17 | 17.71% |
| City Street | 6 | 30.00% | 1 | 12.50% | 1 | 50.00% | 191 | 41.89% | 31 | 30.69% | 41 | 42.71% |
| Other | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 2 | 0.44% | 0 | 0.00% | 1 | 1.04% |
| Total | 20 | 100.00% | 8 | 100.00% | 2 | 100.00% | 456 | 100.00% | 101 | 100.00% | 96 | 100.00% |

Motorcycle Fatalities & Injuries by Helmet Usage & Posted Speed Limit

| Posted Speed Limit | Fatalities | | | | | | Injuries | | | | | |
|--------------------|-----------------|---------|-------------|---------|---------------|---------|-----------------|---------|-------------|---------|---------------|---------|
| | Helmet Not Worn | | Helmet Worn | | Unknown/Other | | Helmet Not Worn | | Helmet Worn | | Unknown/Other | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Under 25 mph | 1 | 5.26% | 0 | 0.00% | 0 | 0.00% | 10 | 2.19% | 0 | 0.00% | 0 | 0.00% |
| 25 mph | 4 | 21.05% | 1 | 12.50% | 0 | 0.00% | 99 | 21.71% | 12 | 11.88% | 19 | 19.79% |
| 30 mph | 2 | 10.53% | 0 | 0.00% | 0 | 0.00% | 56 | 12.28% | 8 | 7.92% | 7 | 7.29% |
| 35 mph | 2 | 10.53% | 0 | 0.00% | 0 | 0.00% | 78 | 17.11% | 12 | 11.88% | 12 | 12.50% |
| 40 mph | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 11 | 2.41% | 1 | 0.99% | 4 | 4.17% |
| 45 mph | 0 | 0.00% | 1 | 12.50% | 0 | 0.00% | 29 | 6.36% | 11 | 10.89% | 2 | 2.08% |
| 50 mph | 0 | 0.00% | 0 | 0.00% | 1 | 50.00% | 11 | 2.41% | 5 | 4.95% | 2 | 2.08% |
| 55 mph | 10 | 52.63% | 6 | 75.00% | 1 | 50.00% | 127 | 27.85% | 34 | 33.66% | 16 | 16.67% |
| 65 mph | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 12 | 2.63% | 11 | 10.89% | 2 | 2.08% |
| Unknown | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 23 | 5.04% | 7 | 6.93% | 32 | 33.33% |
| Total | 19 | 100.00% | 8 | 100.00% | 2 | 100.00% | 456 | 100.00% | 101 | 100.00% | 96 | 100.00% |

Motorcycles

Motorcycle Fatalities & Injuries by County

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------|----------|----------|------------|---------|-------------|----------|------------|---------|----------|--------|------------|-----------|-------------|--------|----------|------------|------------|--------|------------|------------|-----------|--------|---------|-----------|-------|--------|---------|------------|---------|--------|--------|
| Lyon | 1 - 4 | 0 - 1 | Osceola | 0 - 1 | Dickinson | 0 - 2 | Emmet | 0 - 8 | Kossuth | 1 - 4 | Winnnebago | 0 - 1 | Worth | 0 - 1 | Mitchell | 0 - 0 | Howard | 0 - 2 | Winneshiak | 0 - 4 | Allamakee | 0 - 5 | | | | | | | | | |
| | Sioux | 0 - 6 | O'Brien | 0 - 3 | Clay | 0 - 2 | Palo Alto | 0 - 0 | | | Hancock | 0 - 0 | Cerro Gordo | 1 - 12 | Floyd | 0 - 2 | Chickasaw | 0 - 1 | Fayette | 0 - 8 | Clayton | 0 - 10 | | | | | | | | | |
| Plymouth | | 0 - 8 | Cherokee | 0 - 3 | Buena Vista | 0 - 3 | Pocahontas | 0 - 0 | Humboldt | 0 - 8 | Wright | 0 - 6 | Butler | 0 - 1 | Bremer | 0 - 4 | Black Hawk | 0 - 22 | Buchanan | 0 - 3 | Delaware | 0 - 5 | Dubuque | 1 - 26 | | | | | | | |
| | Woodbury | 1 - 19 | Ida | 0 - 1 | Sac | 1 - 3 | Calhoun | 0 - 3 | Webster | 0 - 14 | Hamilton | 0 - 4 | Hardin | 1 - 1 | Grundy | 1 - 4 | | | Tama | 1 - 6 | Benton | 0 - 7 | Linn | 1 - 37 | Jones | 0 - 4 | Jackson | 0 - 4 | Clinton | 0 - 16 | Scott |
| Monona | 0 - 3 | Crawford | 0 - 3 | Carroll | 0 - 2 | Greene | 0 - 1 | Boone | 1 - 8 | Story | 3 - 16 | Marshall | 0 - 11 | Jasper | 0 - 6 | Poweshiek | 0 - 4 | Iowa | 0 - 2 | Johnson | 2 - 34 | Cedar | 0 - 7 | Muscatine | 2 - 2 | Louisa | 0 - 4 | Des Moines | 0 - 12 | Lee | 0 - 13 |
| Harrison | 0 - 12 | Shelby | 0 - 3 | Audubon | 0 - 0 | Guthrie | 0 - 2 | Dallas | 0 - 3 | Polk | 2 - 69 | Warren | 0 - 0 | | | | | | | | | | | | | | | | | | |
| Pottawattamie | 0 - 4 | Cass | 0 - 4 | Adair | 0 - 2 | Madison | 0 - 5 | Warren | 0 - 7 | Marion | 0 - 0 | Mahaska | 0 - 8 | Keokuk | 0 - 0 | Washington | 1 - 5 | Henry | 0 - 1 | Des Moines | 0 - 12 | Lee | 0 - 13 | | | | | | | | |
| Mills | | 1 - 0 | Montgomery | 0 - 3 | Adams | 0 - 1 | Union | 0 - 0 | Clarke | 0 - 0 | Lucas | 0 - 2 | Monroe | 0 - 0 | Wapello | 0 - 7 | Jefferson | 0 - 3 | Van Buren | 1 - 1 | Lee | 0 - 13 | | | | | | | | | |
| Fremont | 0 - 0 | Page | 0 - 3 | Taylor | 0 - 0 | Ringgold | 0 - 5 | Decatur | 0 - 0 | Wayne | 0 - 1 | Appanoose | 1 - 4 | Davis | 0 - 0 | Van Buren | 1 - 1 | Lee | 0 - 13 | | | | | | | | | | | | |

Fatalities: 30

Fatalities: 30
Injuries: 653